STATE | PROJECT NUMBER LOCATION OF OBJECT MARKERS AT CULVERT ENDS GA. TYPE 2 OBJECT MARKER (YELLOW)-ELEV."A" ELEV."B" SHOWN THIS 6 SHOWN THIS TYPE 2 OBJECT MARKER (YELLOW)-SIDE 2 OBJECT MARKERS (YELLOW) TYPE 3 OBJECT MARKER (TP.2) ONE (SEE DETAIL) ON EACH EDGE OF PAVEMENT SIDE OF POST. HEADWALL WITHIN SHOULDER AREA SEE T-22A and T-22B FOR BRIDGE DELINEATION DETAILS ROADWAY ADWAL — — — JLDER EDGE OF EDGE OF ROADWAY-SHOULDER EDGE OF SHOULDER [분] ROADWAY ELEVATION "B" (VARIABLE) SHOULDER ELEVATION "A"\_ HEADWALL. ∮ WINGWALL. ELEVATION "B" ELEVATION "A" FRONT FLARED END SECTION, OR END SHOULDER WIDTH-I OBJECT MARKER(TYPE 3) OF CULVERT. WITH ONE OBJECT MARKER(TP2) NOTE: ON EACH SIDE OF POST. ELEVATION "A" ON MAJOR DRAINAGE STRUCTURES ON FEDERAL RESURFACING PROJECTS, ONE OBJECT MARKER (YELLOW) (TYPE 2) SHALL BE USED WHERE HEADWALLS, FLARED END SECTIONS, OR CULVERT ENDS ARE LOCATED WITHIN THE FRONT WHEN ELEVATION "B" EXISTS. THE SLOPE AS SHOWN IN ELEVATION "A" DETAIL. FIELD REVIEW TEAM WILL ELEVATION "B" RECOMMEND WHICH TO USE: A COMBINATION OF ONE OBJECT MARKER (TYPE 3) AND TWO OBJECT MARKERS (YELLOW) (TYPE 2), ONE ON EACH SIDE OF THE POST, SHALL BE USED GUARDRAIL, ADDITIONAL WHERE HEADWALLS OF CULVERTS ARE LOCATED WITHIN THE EXISTING SHOULDER AREA AS SHOWN IN ELEVATION "B" DETAIL. DELINEATION, OR EXTENSION OF DRAINAGE STRUCTURE. >=THE INSIDE EDGE OF THE MARKER SHALL BE IN LINE DELINEATOR ERECTION DETAILS WITH THE INNER EDGE OF THE OBSTRUCTION

RECOMMENDED SPACING FOR DELINEATORS DELINEATORS SHOULD NORMALLY BE SPACED 528' APART. WHERE SUCH IS INTERRRUPTED BY DRIVEWAYS, CROSSROADS, ETC., AND WHERE UNDER THE NORMAL SPACING, A DELINEATOR WOULD FALL WITHIN SUCH AN AREA, THAT DELINEATOR MAY BE MOVED IN EITHER DIRECTION A DISTANCE NOT EXCEEDING (132') OF THE NORMAL SPACING, IF SUCH DELINEATOR STILL FALLS WITHIN THAT AREA, IT SHOULD BÉ ELIMINATED. SEE TABLE BELOW FOR RECOMMENDED SPACING OF HORIZONTAL CURVES.

## TABLE SPACING (1) FOR DELINEATORS ON HORIZONTAL CURVES

	RADIUS OF CURVE	SPACING ON CURVE	SPACING IN ADVANCE & BEYOND CURVE (IN FEET) (MAINLINE ONLY)		
	(IN FEET)	(IN FEET)	IST	2ND	3RD
	50	20	40	65	125
	150	30	60	90	180
	200	35	70	IIO	215
	250	40	85	125	250
	300	50	95	145	290
	400	55	IIO	170	300
	500	65	l25	190	300
	600	70	140	210	300
	700	75	150	230	300
	800	80	165	245	300
	900	85	175	260	300
	1000	90	185	275	300

(I) SPACING, S. FOR SPECIFIC RADII NOT SHOWN MAY BE INTERPOLATED FROM THE TABLE OR COMPUTED FROM THE FORMULA S=3 $\sqrt{R-50'}$ , WHERE R IS THE RADIUS OF CURVATURE IN FT. AND S IS ROUNDED TO THE NEAREST 5 FT. THE SPACING TO THE FIRST DELINEATOR IN ADVANCE OF THE CURVE IS 2S, TO THE SECOND 3S, AND THE THIRD 6S, BUT NONE TO EXCEED 300 FEET, MINIMUM SPACING IS 20 FEET.

LOCATION OF DELINEATORS ON FREEWAY & EXPRESSWAY TYPE HIGHWAYS

## TYPES OF DELINEATORS, ERECTION LOCATION, AND SPACING SHALL BE AS FOLLOWS.

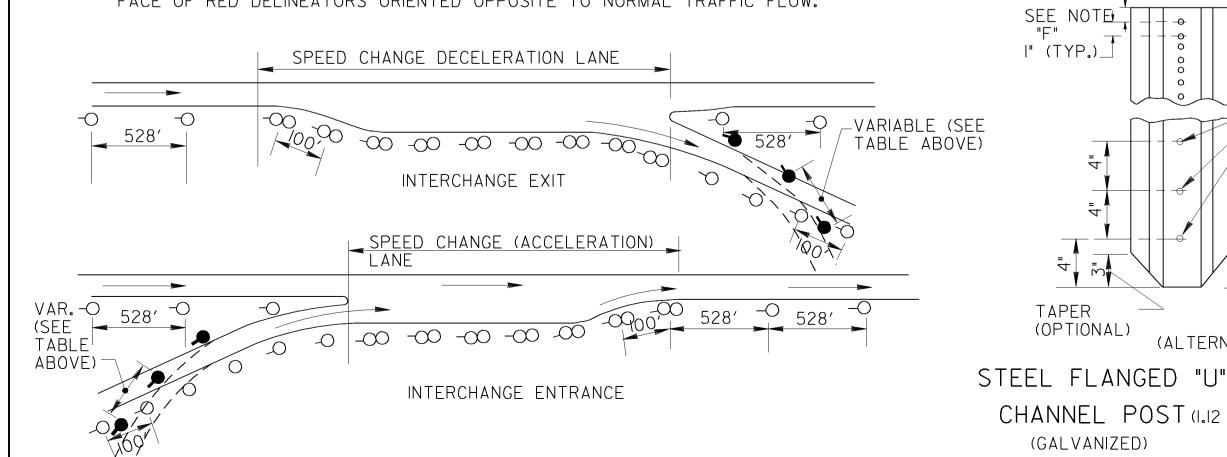
SINGLE CRYSTAL(WHITE) REFLECTOR UNITS (TYPE IDELINEATOR) ON RIGHT SIDE OF MAINLINE AT 528 FOOT SPACING & ON RT. SIDE OF RAMP TGT. SECTIONS AT 100 FOOT SPACING FROM PHYSICAL CORE TO RAMP TERMINUS.

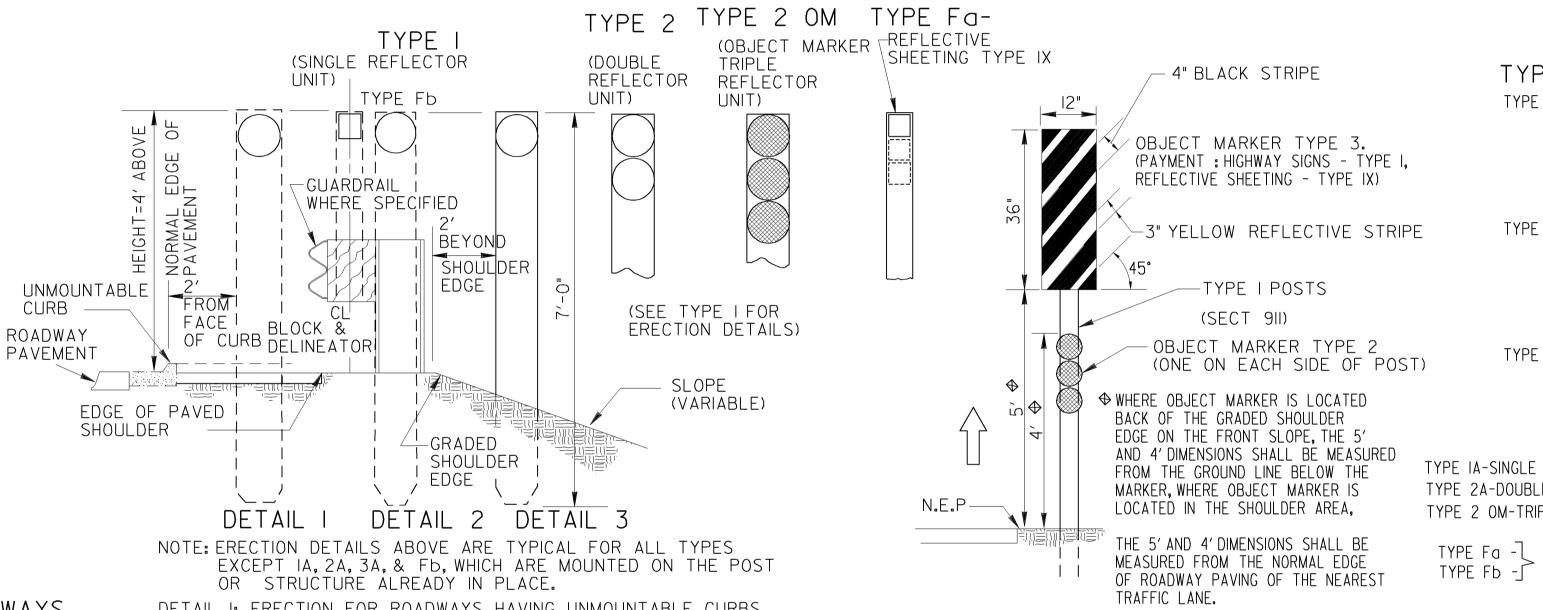
DOUBLE CRYSTAL(WHITE) REFLECTOR UNITS (TYPE 2 DELINEATOR ) ON RIGHT SIDE OF SPEED CHANGE (ACCELERATION & DECELERATION) LANES THAT ARE ON RIGHT SIDE OF MAINLINE AT 100 FOOT SPACING FROM TAPER TO PHYSICAL CORE.

SINGLE YELLOW REFLECTOR UNITS (TYPE 1 DELINEATOR ) ON LEFT SIDE OF RAMP HORIZONTAL (YELLOW) CURVES & ON LEFT SIDE OF MAINLINE HORIZONTAL CURVES GREATER THAN 3° CURVATURE.

DOUBLE YELLOW REFLECTOR UNITS (TYPE 2 DELINEATOR) ON LEFT SIDE OF SPEED CHANGE (ACCELERATION & DECELERATION ) LANES THAT ARE ON LEFT SIDE OF MAINLINE AT 100 FOOT (YELLOW) SPACING FROM TAPER TO PHYSICAL CORE.

SINGLE REFLECTOR UNITS (TYPE I DELINEATOR) ON LEFT SIDE OF EXIT RAMPS AT 100 FOOT SPACING FROM "WRONG WAY" SIGN TO RAMP TERMINUS. USE TYPE IA RED DELINEATORS ON RIGHT OR LEFT SIDE OF EXIT RAMPS WHERE TYPE I WHITE OR YELLOW DELINEATORS ARE USED FACE OF RED DELINEATORS ORIENTED OPPOSITE TO NORMAL TRAFFIC FLOW.





DETAIL I: ERECTION FOR ROADWAYS HAVING UNMOUNTABLE CURBS. DETAIL 2: ERECTION FOR ROADWAY WITH GUARDRAIL, DELINEATOR POST SHALL BE IN THE SAME PLANE AS FACE OF GUARDRAIL POSTS.

EXCEPT FOR TYPE Fb. AS SHOWN, AND POSSIBLY AT BRIDGE ENDS AS INDICATED ABOVE. DETAIL 3: ERECTION FOR ROADWAYS HAVING SHOULDERS(WITHOUT CURBS), WITH MOUNTABLE CURBS, ERECTION SHALL BE SAME AS DETAIL 3.

FLEXIBLE DELINEATOR POSTS ILLUSTRATED HERE ARE TYPICAL. SEE GA. D.O.T. QUALIFIED PROD-GAUGE TO GIVE WEIGHT UCTS LIST FOR APPROVED DESIGNS & MATERIAL, REFLECTIVE UNITS SHALL BE 3" WIDE BY 4" HIGH. POSTS SHALL BE INSTALLED TO PROVIDE 4 FT. HT. FROM TRAVEL SURFACE TO TOP OF TOP DELINEATOR. SEE NOTE I" (TYP.)\_ SEE NOTE "F" ---I"(TYP.) 3,1/2" HOLES DRILLED OR L lpha = 66" FOR DETAIL I AND DETAIL 2. PUNCHED (SEE NOTE "C") L=78" FOR DETAIL 3. (MINIMUM DEPTH IN GROUND FOR TYPE Fa SHALL BE 18") TAPER

(OPTIONAL)

(GALVANIZED)

CHANNEL POST (I.12 LBS./FT.)

MIN, TAPER — (ALTERNATES ALLOWABLE IF LISTED IN GA. D.O.T. QPL LIST.) ALUMINUM FLANGED

TYPE Fa-I(ONE REFLECT.) TYPE Fa-2 (TWO REFLECT.) TYPE Fa-2 OM (THREE REFLECT.) TYPE Fb-2 OM (THREE REFLECT.) "U" CHANNEL POST(0.78 LBS/FT.)

ROADSIDE FLEXIBLE

(COMPOSITE ALLOY)

DELINEATOR POST

DETAIL OF OBJECT MARKER

PRE- -

DRILLES HOLES

GUARDRAIL FLEXIBLE

TYPE Fb-I(ONE REFLECT.)

TYPE Fb-2 (TWO REFLECT.)

(COMPOSITE ALLOY)

DELINEATOR POST

SURFACE

TYPES OF DELINEATORS

TYPE I- ALUMINUM OR GALVANIZED STEEL FLANGED "U" CHANNEL POST WITH SINGLE REFLECTOR UNIT. REFLECTOR UNIT TO CONSIST OF: (A) ONE 3" DIAMETER SEALED PRISMATIC REFLEX REFLECTOR WITH PLATE AND FRAME, OR, (B) ONE 4" X 5" RECTANGULAR TYPE I, LEVEL A REFLECTIVE SHEETING REFLECTOR WITH PLATE AND FRAME, OR (C) ONE 31/4" DIAMETER CENTER MOUNT SEALED PRISMATIC REFLEX REFLECTOR HOUSED IN ALUMINUM BACKING WITH SINGLE GROMMETTED HOLE IN CENTER OF REFLECTOR.

ALUMINUM OR GALVANIZED STEEL FLANGED "U" CHANNEL POST WITH DOUBLE REFLECTOR UNIT. REFLECTOR UNIT TO CONSIST OF: (A) TWO 3" DIAMETER SEALED PRISMATIC REFLEX REFLECTORS WITH PLATE AND FRAME, OR. (B) TWO 4" X 5" RECTANGULAR TYPE I, LEVEL A REFLECTIVE SHEETING REFLECTORS WITH PLATE AND FRAME.OR (C) TWO 31/4" DIAMETER CENTER MOUNT SEALED PRISMATIC REFLEX REFLECTOR HOUSED IN ALUMINUM BACKING WITH SINGLE GROMMETTED HOLE IN CENTER OF EACH REFLECTOR.

TYPE 3 - ALUMINUM OR GALVANIZED STEEL FLANGED "U" CHANNEL POST WITH TRIPLE REFLECTOR UNIT. REFLECTOR UNIT TO CONSIST OF: (A) THREE 3" DIAMETER SEALED PRISMATIC REFLEX REFLECTORS WITH PLATE AND FRAME, OR. (B) THREE 4" X 5" RECTANGULAR TYPE I, LEVEL A REFLECTIVE SHEETING REFLECTORS WITH PLATE AND FRAME,OR (C)THREE 3 $^1$ / $^{\scriptscriptstyle \parallel}$ "DIAMETER CENTER MOUNT SEALEI PRISMATIC REFLEX REFLECTORS HOUSED IN ALUMINUM BACKING WITH SINGLE GROMMETTED HOLE IN CENTER OF EACH REFLECTOR.

TYPE 2A-DOUBLE | REFLECTOR UNIT ONLY MOUNTED ON POST OR STRUCTURE ALREADY IN PLACE. REFLECTOR TYPE 2 OM-TRIPLE UNIT SAME AS FOR TYPE 1, 2, AND 2 OM, RESPECTIVELY.

> FLEXIBLE DELINEATOR POSTS SHALL BE USED AT LOCATIONS WHERE HIGH FREQUENCY OF HITS ARE CONTEMPLATED, SUCH AS GORE AREAS, OUTSIDE OF SHARP CURVES, ETC., AND MAY ALSO BE USED AS ALTERNATIVES TO EITHER TYPE 1. TYPE 2. OR TYPE 3 DELINEATORS WHEN SPECIFIED ON THE PLANS.DIFFERENT DESIGN FLEXIBLE DELINEATORS PERMITTED, IF APPROVED BY THE GA. D.O.T. OFFICE OF MATERIALS AND RESEARCH.

GENERAL NOTES:

A- SPECIFICATIONS: GA. STANDARD, CURRENT EDITION, & SUPPLEMENTS THERETO.

B- REFLECTORS FOR TYPES LAND IA SHALL BE CRYSTAL (WHITE).YELLOW OR RED. AS SPECIFIED ON THE PLANS. REFLECTORS FOR TYPES 2 AND 2A SHALL BE CRYSTAL (WHITE) OR YELLOW AS SPECIFIED ON THE PLANS. REFLECTORS FOR TYPE 3 AND 3A SHALL BE YELLOW ONLY AS SPECIFIED ON THE PLANS.

C- WHEN POSTS ARE SET IN CONCRETE, METAL RODS SHALL BE INSERTED IN 3,1/2" DIA. HOLES LOCATED AT BOTTOM OF POST. MIN SIZE OF RODS SHALL BE  $\frac{1}{4}$ " DIA. X 3" LONG.

D- MONODIRECTIONAL DELINEATORS SHALL BE USED AND ERECTED AT THE RECOMMENDED SPACING. UNLESS OTHERWISE SPECIFIED ON THE PLANS.

E- FOR ADDITIONAL DATA ON DELINEATORS, REFER TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND ALL SUPPLEMENTS THERETO.

F- DRILL OR PUNCH 17, $\frac{3}{8}$ " DIA. HOLES ON 1" CENTERS FOR A DISTANCE OF 17" MINIMUM FROM TOP POST.

